
MEDIA RELEASE

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SCAG UNVEILS SWEEPING LONG-RANGE TRANSPORTATION BLUEPRINT

Strategic Road, Rail, Transit Investments, Meeting Airport Demand, Developing New Funding Sources Among Challenges Addressed By *Destination 2030*

LOS ANGELES – How will we get to work in 25 years? How will our airports meet growing demand? How can we make transit a more attractive option? How will we move goods in and out of region? These are some of the questions answered by *Destination 2030*, the Southern California Association of Governments' (SCAG) 2004 Regional Transportation Plan (RTP). SCAG has unveiled the long-range transportation blueprint for a new round of public input and review.

"This is more than a long-term transportation plan. *Destination 2030* represents a shared vision for a healthier, safer, more livable region," said Brea Mayor and SCAG President Bev Perry. "*Destination 2030* presents Southern California with a transportation blueprint that is flexible enough to meet our region's unique and diverse congestion needs while improving our air and maintaining our quality of life for future generations."

By the year 2030, Southern California is projected to have six million new residents and three million new jobs. *Destination 2030* is a comprehensive 25-year action plan for Southern California's transportation future and includes hundreds of strategic investments and policy recommendations, such as:

- Maintenance and improvement of existing road, highway, rail and transit systems.
- Development of new High-Occupancy Vehicle (HOV) Lanes to fill gaps in the HOV network.
- A regional approach to handling airport passenger and cargo demand, as well as improvements to airport access/arterials.
- Implementation of Rapid Bus Transit Corridors, increasing capacity of the Metrolink system, and other key improvements to our transit systems.
- Road and rail capacity enhancements and other improvements to our goods movement infrastructure.
- Development of an intra-regional high-speed transportation system based on Magnetic Levitation, or MagLev, technology that connects Southern California's major population and transportation centers as well as our airports.
- Investments in Intelligent Transportation Systems, bikeways and pedestrian facilities.

"Southern California's economic health, which is increasingly reliant on trade and commerce, will be jeopardized by the inability of our existing road and rail system to handle ever-growing demands," said Temecula Councilman and SCAG First Vice President Ron Roberts. "If we don't start making serious investments in the road, rail and airport infrastructure now, the economy we leave to our children will suffer."

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“In order to provide the next generation with a strong, viable, and affordable transportation system, the Southern California region must work hard today to make the transportation investments that maximize the performance of our current network,” said Grand Terrace Mayor Lee Ann Garcia, chair of SCAG’s Transportation and Communications Committee.

Prior to developing the plan, SCAG undertook an unprecedented growth visioning effort, using demographic trends, policy debate and extensive public involvement to examine how land use and transportation planning efforts relate to one another. As a result, *Destination 2030* is specifically designed to help Southern California accommodate this anticipated growth, achieve a more desirable and livable vision for the region and maximize the performance of limited transportation dollars.

One of the most pressing challenges facing Southern California is a multi-billion dollar shortfall between available funding and what is required to develop and maintain needed transportation priorities. Specifically, dwindling gasoline tax revenues, the sunset of sales taxes in several counties by 2010 and other factors will leave Southern California with barely enough funds to maintain the existing system and institute short-term capital improvements. Regionally, the funding shortfall under the existing transportation finance system will leave no resources available for new strategic investments in key transportation priorities.

Destination 2030 recommends a series of alternatives to overcome the projected funding shortfall and allow for key investments in the transportation network, including: 1) extension of certain county sales taxes; 2) adoption of a temporary ½ cent sales tax currently being contemplated by the Los Angeles County Metropolitan Transportation Authority (MTA); 3) consideration of Development Mitigation Fees for San Bernardino County, similar to those recently adopted in Riverside County; and 4) incremental adjustment of the state gasoline tax after 2010. Implementation of these funding alternatives would overcome the existing shortfall and allow for approximately \$31 billion in new strategic transportation investments.

Over the next several months, SCAG will conduct extensive community outreach to obtain input and feedback on the plan. SCAG’s Regional Council is scheduled to approve a final version of *Destination 2030* in the spring of 2004. Once approved, *Destination 2030* will undergo a review and approval process by several federal agencies, including the Federal Transit Administration and the Federal Highway Administration.

[EDITOR’S NOTE: FOR MORE INFORMATION ABOUT *DESTINATION 2030*, VISIT SCAG’S WEB SITE AT www.scag.ca.gov. BACKGROUND INFORMATION ALSO CAN BE OBTAINED BY CALLING JEFF LUSTGARTEN OF CERRELL ASSOCIATES AT 323/466-3445 OR DON RHODES OF SCAG AT 213/236-1840.]